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2.45 p.m. to 3.00 p.m. Every 15 minutes.  
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1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
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Every Convenience for Tourists.  
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Canton, 1st October, 1901. [a165]

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Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
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Hongkong, 25th November, 1901. [3195]

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Hongkong, 25th November, 1901. [3195]

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On the 31st December, at St. George's Church,  
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JEREMIAH JOHN.

The Daily Press.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th January, 1913.

It is at least surprising, if nothing more, that, in spite of the immense importance of the currency question to everyone engaged in business transactions in Hongkong, and in spite of the keen interest now displayed over this matter in the Straits Settlements, no public discussion has arisen in Hongkong with regard to the possibility of establishing a gold standard, and that the action of the Committee of the Chamber of Commerce on the 23rd December, when it was decided to adhere to the Chamber's previous attitude and not to call a special general meeting, has been allowed to pass practically without challenge. It might reasonably be inferred from this, did we not know otherwise, that the constituency which the Chamber of Commerce represents and the Colony generally were convinced that a gold standard is either undesirable or impossible in Hongkong. But anyone who has the slightest knowledge of the feeling in this matter locally is well aware that such is not the case. Mr. C. S. SHARP, Chairman of the Chamber of Commerce, at the meeting of the 23rd ultimo, announced himself quite prepared to find "much diversity of opinion on the part of the general body of members, as well as among the public generally," in spite of the conclusions which might be arrived at round the Chamber's Committee table. After this

declaration it seems a little inconsistent at least not to give a chance for the expression of the diversity of opinion anticipated. Mr. SHARP, it is true, dreaded a desultory discussion with no result. We venture to think that this is not inevitable. At the meeting of the 23rd December the case for the retention of the present system was admirably stated, from an oratorical point of view, and the arguments carried those attending away. But unfortunately the assembly present could not be described as unbiased to begin with. However impartial and discriminating a man may be, his own interests must weigh with him. Hence the fact that no presentation of the case for the gold standard was heard cannot be taken as an indication that all the higher intelligence of Hongkong is set firmly against the introduction of that standard. What we want is a sober discussion of the two sides of the question. At the present moment the public knows that the fall of the dollar and the fluctuation of exchange weighs upon it heavily, while to a certain number of people these financial movements are advantageous. It therefore vaguely ranges itself on the side of currency alteration. It sees the Committee of the Chamber of Commerce declining a more general discussion on the question and adhering to its former opinion for fear of harm—and of "creating a bad impression." Is it not natural that the public should be rather mystified? We cannot help thinking that the Committee of the Chamber of Commerce made a great mistake in closing, so to speak, the discussion on the currency question. Those in this Colony with an open mind, and they are exceedingly numerous, desire nothing more than to hear the two cases stated fairly and in open court. The supporters of the present financial system err seriously if they think that by hushing things up they will induce a state of contentment. A great number of people see themselves brought by the gradual fall of the dollar to such a state that they appear to be on the edge of an abyss, beyond which there waits for them below financial ruin. Generalisation about trade leaving Hongkong after the establishment of a gold standard will not inspire such people with the spirit of resignation. Nor is it to be imagined that this class is small; the heavy depression in almost every branch of trade and in the stock market last year is all that need be quoted in this respect.

We have been favoured with the advance sheets of an article in the January number of the *Asiatic Quarterly*, containing an article by Mr. ROBERT H. ELLIOT on the "Economic Effects of Recent Indian Currency Legislation," originally read before the East India Association. Mr. ELLIOT's main contention is that the Indian Government did not perceive that its method of creating a "stable" exchange at an artificially enhanced rate, which was liable to be still further enhanced at its will, instead of developing would seriously injure the industries of the country and thus at once diminish the means of employment and the rate of wages, "results which have already occurred in consequence of the currency measure." Into Mr. ELLIOT's arguments we have not the space here to enter; it must suffice to say that he certainly does not prove that the fixing of a stable rate of exchange for the rupee has ruined India. He shows that planters, mill-owners, and other producers would be better pleased with a less than sixteen-penny rupee—which is a very different matter. But when he writes of the fixed rate acting as a bounty in favour of competing countries, Mr. ELLIOT can only refer to silver countries, whereas a great portion of India's trade is with gold countries, when the fixed exchange is in favour of India. The great problem, of course, in connection with the transition of any silver country to the gold ranks lies in its dealings with other silver and gold countries, and it is on this point that enlightenment is particularly required in Hongkong. A letter appearing in another column over the signature of "X" mentions this matter, and we would particularly call our readers' attention to it. The tendency all over the world is to "go gold," and the defenders of the existing state of affairs in Hongkong must be prepared to show how we shall escape evil consequences if we are left alone with China as the partisans of silver. The question is not one which can be disposed of summarily, and its discussion cannot be considered as concluded, even for the moment, because of the decision of the Committee of the Chamber of Commerce on the 23rd December.

A belated copy of the Navy League (Hongkong branch) annual report, 1902, reached us yesterday, not early enough for publication. We are informed that in our report of the appeal case in which Pau Kwok Chin was appellant and Pau Leung and others were respondents (published in our issue of the 13th January) there was an error, inasmuch as the appellant was not ordered to pay the costs of the appeal, but the costs were to be costs in the cause, *vis.*, payable by the losing party in the action in the original jurisdiction.

The French mail of the 16th ult. was delivered in London on the 13th inst.

The Tientsin A.D.C. has just put on successful performances of *A Thumping Legacy* and *Trial by Jury*.

A presentation was made on the 1st inst. to the Rev. Father Colombet, of Assumption College, Bangkok, who has done a good deal for education in Siam.

The Chinese official holidays in Chihli begin on January 17 and end on February 16. Sails will be locked and put away during those days, and only urgent business transacted. The pressure of work does not look as if it were extreme.

The death is announced at Guayaquil, Ecuador, of Mr. Thomas Nast, the U.S. Consul-General there, who is perhaps best known as a caricaturist, formerly in *Harper's Weekly* and afterwards in *Puck*. "Boss" Tweed was most vigorously attacked by Mr. Nast for a series of years.

By permission of Col. Birdwood and Officers, the band of the 10th Bombay Light Infantry will play the following selections during dinner at the King Edward Hotel to-morrow night:—"The Royal Engineers," E. Blanchton March;—"The Spanish Beauty," M. Rillo Lancers;—"The Toreador," J. Hartman Serenade;—"The Toreador," Ivan Varylo Selection;—"Gymnics," A. G. Crowe Waltz;—"Die Wiltshire,"

Writing in the *Economiste Français*, M. Pierre Leroy Beaulieu looks at the question of France and Siam in a somewhat novel light. The cause of the antagonism is due to the fact that the Siamese are a conquering race. Coming from the upper waters of the Menam they have not ceased to spread their power to the south-east. With the advent of France to Indo-China in 1863 the progress of Siam has been gradually curtailed, and by successive treaties with France they have been losing territory.

A telegram to the *N.C. Daily News* says:—Vice-Admiral Sir Frederick Bedford's appointment as Governor of Western Australia, following the appointments of Vice-Admiral Sir Harry Holdsworth Rawson, K.C.B. (Governor of New South Wales), of Colonel Sir George Sydneyham Clarke, K.C.M.G. (Governor of Victoria), and of Major-General Sir Herbert Charles Chomondie, R.E., G.C.M.G., C.B. (Governor of Queensland), is regarded as part of a deliberate imperial plan to safeguard the defence of Australia and to provide the new Governor-General (Lord Tennyson) with an advisory board of unusual weight of authority in naval and military affairs.

It is proposed to construct a line of railway from Bangkok to Tashin, on the west side of the Menam River and about 21 miles from Bangkok itself. The public is invited to subscribe 2,200 shares of 100 ticals each. Debentures bearing interest of 8 per cent. per annum may be offered to the public at a later date. The shares are payable on application 5 ticals per share, on allotment 20 ticals per share, and the balance in instalments of 25 ticals per share to be called up by the directors when required, with at least two months' intervals and one month's notice. The whole of the capital is guaranteed.

The third annual distribution of prizes at the Diocesan Girls' School took place on Tuesday last, when Lady Blake kindly attended to hand the prizes to the successful candidates. There was a good attendance of parents and of others interested in the working of the school. A brief report was read by the Hon. Secretary (Rev. F. T. Johnson). It was stated that the donations to the funds of the school during the year, 1902, including a Government grant of \$230.6, amounted to \$2,007.26. Hearty thanks were paid to those who kindly contributed and to the following for gifts of various kinds—clothes, prizes, etc.—Mrs. Bunbury, Mrs. Hare, Lady Gairdner, Sir William and Lady Goodman, Miss Johnstone, Mrs. Mackie, Mrs. Piercy, Mrs. Siebe, Mrs. Sharp, Mr. Pitt, Mr. Witcomb, and the Rev. F. T. Johnson.

The barkentine *Bering*, Captain Bitte, arrived at San Francisco on the 9th ult., thirty-one days from ports on the Siberian coast, bringing three passengers and a cargo consisting of 10,436 cases of salmon and 4,110 skins. The *Bering's* captain reported that at Petropavlovsk the previous month nine men were drowned by the capsizing of a small launch as a result of a collision with a Russian transport during rough weather in the harbour. All the occupants of the launch were drowned and none of the bodies had been recovered up to the time the *Bering* sailed. One of the drowned men is said to have been a millionaire merchant of St. Petersburg, and he, with the others of the party on the launch, were en route to take passage on the *Bering* for San Francisco when the accident occurred.

With reference to the particulars of the appeal case appearing in our issue of yesterday, we find an error therein requires to be corrected. The application to the Full Court on the 24th March, 1902, for leave to appeal to the Full Court, referred to in the paper was made by Mr. T. Morgan Phillips, instructed by Messrs. Stephens and Thomson, solicitors for the appellants, and the then Attorney-General, the Honourable W. Meigh Goodman, K.C., appeared on the respondent's side, instructed by Mr. F. B. L. Bowley, Crown Solicitor. A subsequent application was made by the appellants, Messrs. Howard and Stephens, in person, to the Supreme Court on 26th April, 1902, for leave to appeal to His Majesty the King in Privy Council, and such application was granted, and it was on this occasion that the Chief Justice, Sir W. Meigh Goodman, gave the judgment as set out in our issue of yesterday.

Admiral Keppel duly arrived in Singapore by the P. & O. s.s. *Ceylon* on the 3rd inst., and will spend his winter there.

A bath-house proprietor, the P. & T. *Times* says, has been fined for raising his charges and thus discouraging national cleanliness.

A Russian officer in Newchwang who was recently bitten by a dog is said to have offered 65 cents for every dead dog brought him.

Lu Chuan-lin is reported to continue in extremely depressed spirits, in spite of the fact that he is now being attended by an American missionary doctor.

The Supreme Court of the United States has decided that the régime under which Russian sugar is exported is tantamount to a system of bounties, and justifies the imposition of countervailing duties.

According to a Bangkok paper the sliding scale by which the rise of the dollar regulates the Siamese Government's selling price of ticals may be represented about as follows:—

	Ticals.
Max \$	20 per \$
Min \$	19 1/2
Is. 7d.	19 1/2
Is. 7 1/2d.	19 1/2
Is. 7 3/4d.	19 1/2
Is. 7 1/2d.	19 1/2
Is. 8d.	19 1/2

The demands of the Singapore Merchant Service Guild that the rates of pay for mates should be revised as a compensation for the fall in the value of the dollar have been acceded to by the owners, practically all of them, and the following will be the prevailing rates for Singapore vessels:—First mates £17. 1/6, and second mates £13 per month, based on the current rates of exchange as posted daily in the Shipping Office on the date on which their salaries may be due.

A writer in the *Pull Mall Gazette* is almost enthusiastic about Swatow's prospects, and urges Englishmen to Swatow themselves to compete with the Americans there. He says:—"Swatow is the coming town of Southern China, and it is a 'Treaty port' open to the whole world. The Americans are on the move to tap the resources we have hitherto left untouched; the Germans are taking active steps to increase their facilities of communication; but so far the Englishman holds undisputed the foremost trade position. Are home firms prepared to do a little 'hustling' and keep the fruits of pioneer labour? This is the question which our people are asking each other. The answer must be prompt, if it is to be of avail."

The P. & T. *Times* of the 27th ult. writes:—By the departure of Col. Browne, R.E., Captain Freeman R.E., and Mr. Courtney, the British Railway Administration finally closes its connection with North China. Col. Browne succeeded to the onerous position of Director-in-Chief in 1901, and was primarily responsible for the administration, and indeed the reconstruction of the line and rolling stock, till the railways were handed back to the Chinese. How well he and his able staff did their work is a matter to which we have borne testimony before now, notwithstanding the fact that we adversely criticised the tariff.

The *Times* of India, writing on the revised fares of the P. & O. Company, says:—"The P. & O. can justly point to the immense improvements in the material of their fleet, the acceleration of the passage, and the extreme regularity of their service. As we have never joined in the absurd clamour against the Company, which frequently makes Anglo-Indians seem provincial before more widely travelled people, we gladly recognise the truth of this side of the shield; but when all is said, the fact remains that the only possible service open to those who take short leave is extremely, and we think unnecessarily, expensive. The revised schedule shows that relief in the way of cheap, regular passages cannot be expected in the mail steamers, and we must hope that as events develop the intermediate services may become more general. At present, of course, it is available only from Calcutta, and the larger steamers on this line will soon be reinforced by the fine vessels of the *Stella* class. The revised tariff on the Calcutta run is certainly reasonable, but the service is for the few, and if arrangements are ever made for a similar line from this side of India, one of the greatest needs of the English community would be fairly met."

On the 11th ult. the *San Francisco Chronicle* indulged in the following clap-net on the subject of Venezuela:—"In the United States the builders of speculative railroads simply lose their money. If a 'state' has guaranteed anything it makes good its guaranty or not, as it pleases. No attempt at coercion would be tolerated. If a South American country defaults, European governments send warships to force collection. They do it because they dare to. They do not try it against a state of our Union because they do not dare. They are entitled to no sympathy in their attempt. If Venezuela is insolvent, let her be treated as such. To forcibly wrench the money from Venezuela taxpayers by warships is justified by precedent and by the practice of predatory nations, but it is nevertheless outrageous and indecent. It stamps those engaged in it as still barbarians." So the *Chronicle* poses as the champion of the "civilised" fraud! In a later issue the *San Francisco paper* says:—"The only really effective Monroe doctrine, of real benefit to South American nations, is a doctrine which would commit this country to join its strength to that of any nation assailed by creditors to maintain the right inherent in the nature of sovereignty to default in or repudiate a national debt at its pleasure. Without that right, and the ability to enforce it, there can be no national independence."

It has been suggested that a long distance test ride for China ponies be held between Tientsin and Peking, but the idea is very properly opposed by all who have read of the long distance rides in Europe.

The Perak Sugar Cultivation Company has just declared a dividend of twelve per cent. The chairman (Mr. W. V. Drummond) said that the profit made by the Company would have been far greater had it not been for an unexpected fall in the price of rum made from the molasses produced. The apparent loss on rum reached about ten thousand taels.

Mr. Poulney Bigelow, addressing the Geographical Society at Manila on the 11th ult. on East Asian politics and commerce, advocated making Shanghai a republic free from consular or other official meddling. He said that what was good in Shanghai was due to the energy of self-governing merchants, principally Americans and British, who for fifty years had taken care of themselves and built up a seaport appropriately called the "New York of the Far East." Some of the Chinese territory, he added, should be annexed to the city. The merchants of the East, Mr. Bigelow claimed, need nothing but liberty. He also said that "Kiaochow could never be more than a pleasant seaside resort."

Important changes are contemplated in the U.S. Philippine Commission. It is probable that within a few months Judge William H. Taft, Chairman of the Commission and Governor of the Philippine Islands, will resign to accept a place on the United States Supreme Court bench, and that Mr. W. W. Rockhill, now chief of the Bureau of American Republics, will be appointed to fill the vacancy on the Philippine Commission created by Judge Taft's transfer to the Supreme Court at Washington. When he has been promoted to the Supreme Court it will be in fulfillment of a promise of President McKinley. Judge Taft resigned from the Federal Circuit bench in Ohio to accept the chairmanship of the Philippine Commission at the urgent solicitation of the late U.S. President, with whom he had been on terms of intimate friendship for many years.

The following is from a telegram dated Washington, December 10:—Senator Hanna has added his protest to that of the Japanese Minister to the appointment of John Barrett as Minister to Japan. Hanna objected to the appointment on political grounds. He told the President that Mr. Barrett had always been a Democrat until 1900, and that he had been amply compensated for all the services he rendered the party during that campaign. Hanna took the position that there were many high-class Republicans who gave their services to the party gratis, and that one of them should be rewarded. Hanna volunteered to find a suitable man, when the President "had turned down" Barrett. The Ohio Senator secured the appointment of Minister Buck as a reward for political service. Buck was at the head of the Georgia delegation in the National convention of 1896, and Hanna won him over to McKinley and away from Reed.

Speaking at Woodbridge last month, Mr. Proctor, M.P., Civil Lord of the Admiralty, referred at length to the Education Bill, and said that in the office he occupied they had their own education problem. The modern warship was a box of machinery, and the modern officer must be a naval engineer. It was imperative, however, that our officers of today should have the same qualities as the seamen of old—a quick eye, a ready hand, and swift decision. The question was how these qualities could be developed under present conditions. That problem had been recently before the Admiralty, and Lord Selborne had brought forward a new system the particulars of which would be laid before the House of Commons in a few days. The change would be a very important one, and he hoped that when the details were made public it would meet with the approval of all those who recognised that upon efficiency of the Navy there depended the very existence of the Empire.

## THE HANOI EXPOSITION.

The closing date of the Exposition at Hanoi has been altered from 25th inst., the date originally fixed, to 5th February. This will give an opportunity to many to spend the China New Year holidays in visiting Tonkin.

## FOOTBALL.

This afternoon on the Happy Valley, in the first round for the Hongkong Football Challenge Shield the R.E. will play the Army Ordnance Department F.C., the kick-off being at four o'clock. Mr. Triggs will officiate as referee. The teams are:—

R.E.:—Goal, T. H. Widdows; backs, A. W. Thornhill and A. C. Hills; half-backs, H. S. Gaskell, W. Cook, and W. T. Canfield; forwards, W. Hemmings, C. Nettleton, J. Spiers, E. H. Rylands, and T. Hathaway.  
A.O.D.:—Goal, Bradford; backs, Duff and Skinner; half-backs, Cook, Lillywhite, and Wooley; forwards, Moore (J.), Blower, McGibbon, Moore (B.), and Ratter.

## CHINA-BORNEO CO., LD.

A meeting of the above Company was held yesterday in the offices, 4, Queen's Buildings. Hon. C. S. Sharp presided, and there were also present Sir C. Paul Chater, Messrs. E. Osborne, A. G. Wood, J. A. Jupp, W. H. Wickham, A. Baptista, G. C. C. Master, and Leung Shiu Lun.

The CHAIRMAN moved the resolution (which had been passed at a previous meeting of shareholders) for the reconstitution of the Company.

Mr. JUPP seconded, and the motion was agreed to. This was all the business.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 13th January, 7.45 p.m.

## THE RUSSIAN VOLUNTEER FLEET.

The Odessa correspondent of the *Times*, referring to the detention for nearly a year of four of the largest and fastest of the Russian Volunteer Fleet cruisers in the Black Sea, states that the Volunteer Fleet authorities negotiated with a foreign shipping concern with a view to placing these cruisers on a foreign line. The negotiations were abruptly broken off, and the vessels appear in the list of sailing for the Far East, which was published yesterday.

## REUTERS' SERVICE.

LONDON, 12th January.

## VENEZUELAN ARBITRATION.

Mr. Bowen has called for Washington.

## SOUTH AFRICA.

After hearing Mr. Chamberlain's speech the Boer leaders advised their followers to accept the situation, not to make useless demands, and to co-operate with the Government.

## THE DARDANELLES QUESTION.

Turkey has not yet replied to the British protest re the Dardanelles.

## THE GERMAN EMBASSY AT WASHINGTON.

Baron von Holleben has left Washington without taking farewell of the President.

## MOROCCO.

The missionary ladies have left Fez for Tangier. The latest news from Fez forebodes serious developments. The pretender is reported to have awakened from his lethargy and to be marching towards Fez, summoning followers from surrounding tribes.

## POLICE COURT.

Tuesday, 14th January.

BEFORE MR. F. A. HAZELAND  
(POLICE MAGISTRATE).

## ADULTERATED MILK.

On the complaint of Mr. H. R. Craig, Superintendent of Victoria Goal, Cheong Ki, of the Kwong Yang shop, Jubilee Street, was charged with supplying adulterated milk to the goal. He pleaded not guilty.

James Smith, acting chief warder, gave evidence as to sending to the Government Analyst some of the milk supplied by the defendant—who was the proprietor for the goal—with the result that it was found to be adulterated.

The defendant said he could not account for the presence of water in the milk; perhaps in the washing of the bottles some was inadvertently left inside.

His Worship found the charge proved, and fined the defendant \$25 or a month.

The fine was paid.

BEFORE MR. J. H. KEMP (ACTING  
POLICE MAGISTRATE).

## PIGS IN A SAMPAH.

Trade in human freight being dull, the master of a sampah adopted his craft for the carrying of dead pigs, and was sailing merrily across the waters of the harbour when a Water Police boat hove in sight. The sampah was stopped and boarded, and for violating his license the sampah-man was served with a summons which ended in his being fined \$25 or a month. Another charge of dressing the pigs in the harbour was preferred against the accused, but it could not be proved and so fell through.

## ROW IN A THEATRE.

Either because they were dissatisfied with the performance and wished to hasten its conclusion or because they liked it and desired a nearer view, a crowd of about one hundred Chinamen invaded the stage at the Kw Shing Theatre the other night. The actors, however, preferred their room to their company, and requested an Indian policeman to remove the obstructionists. The constable did his best to clear the boards, but he was hopelessly outnumbered and retired minus several buttons from his tunic and plus one prisoner, whom he marched to the lock-up.

This man was convicted of assault and bound over in \$100 to be of good behaviour for six months.

## THEATRE ROYAL.

We are always glad to welcome to the Theatre Royal any entertainment that will tend to break the monotony of the workaday life of the Colony, and when that entertainment is a really good one, and backed up by the plea of charity, there is a double call on our enthusiasm. Of such a nature is the performance to be given in the Theatre Royal this evening by members of the crews of H.M.S.S. *Albion* and *Ocean*, the beneficiary being the Sailors' and Soldiers' Institute, Arsenal Street. Besides an assault-at-arms by blue-jackets from the two battle-ships named, there are conjuring and acrobatic turns by Chinese and selections by the band of H.M.S. *Albion*, whose attendance Rear-Admiral Grenfell and the officers of the ship have permitted. The men of the *Albion* gave a similar performance at Tientsin, and made a capital impression, but even beyond that inducement to attend, the chance of seeing Chinese occupying as performers a stage invariably relegated to Westerners should prove a strong attraction and conduce to a large audience.



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE CURRENCY QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th January.

SIR.—With reference to the remarks made at the meeting of the Committee of the Hongkong General Chamber of Commerce on the currency question, no member expressed any views on the great possibility of silver becoming a more commodity like tin, etc., and certainly if Indo-China, the Straits, the Philippines, Mexico, and other American states "go gold" and consequently demonetise silver, as is highly probable, the white metal will become a drug in the market and we shall have a dollar worth sixpence, or perhaps less, and be the only country except China trying to use silver as a standard of value. In such an event will the Colony be able to pay its gold indebtedness (sterling loans, salaries of officials, contributions to the War Office, etc.) and still flourish?

Since Government officials received the last two exchange compensations their salaries have increased in dollars about 100 per cent., which alone is a considerable increase to the expenditure of the Colony, and with a further drop of a shilling in exchange this one item will make a further considerable increase in the expenditure. In any other Colony but this the Government would be taking some interest in the matter, but I presume they are waiting until the last moment, and as in the case of calling experts to better the health of the Colony and later on in amending the Building Ordinance, they are waiting till they are forced by a number of deaths, or in this case excess expenditure over income, to move in the matter.

I have heard several men say that the falling dollar has increased the export trade the last few years and added greatly to Hongkong's prosperity, but if those men taken the average rate of exchange for the three or four years before 1902, I think they will find it averaged 1s. 11d. to 2s., or what one might call a fixed exchange, and the year 1902 cannot be called a very prosperous year for Hongkong, and lately one has heard of the increased cost of rice, etc., and general stagnation in trade: this occurs on the first big drop of silver for five years!

The Chairman talked of getting rid of surplus millions, and as regards calling a general meeting, said that no one will come forward with a scheme to show how the change to gold can be made; but I take it this is not the point. The first thing to decide is: "Is it advisable to try for some stability in exchange and place the country on a gold basis?" and then, if the members are in favour of doing so, to call for experts' assistance to show how it can be done and the surplus millions got rid of?

Mr. Shewan said wages have risen, which is true, and infers that they have risen equally with the fall in exchange, which I don't think is correct, as that would mean a rise of 25 to 30 per cent. in the last three or four years, taking the rate at somewhere near 2s., which it was for some time. As for the statement made that wages will rise as the sterling value of the dollar falls and that conditions will adjust themselves until that limit, which "cannot be very far off now," is reached, I doubt if any firm will give its employees a rise of 100 per cent. if the dollar drops to a shilling (i.e. that it will, if exchange drops to a shilling in the next year or two, pay an employee who was receiving \$400 a month a year or two ago \$800); and as for the limit being reached, it is said that there are mines which can be worked at a profit at a shilling an ounce, and it is also well known that there are many mines worked for gold and other minerals turning out quantities of silver which can be sold at 6d. an ounce without making any very perceptible difference on the profits made by these mines.

Mr. Shewan said that the banks would have to open branches in Canton and the trade and industries of Hongkong would in consequence suffer a severe blow—but why? I quite agree with him that the banks would have to open in Canton chiefly for the purpose of getting rid of any silver they received; but I quite fail to see why the trade of this place should suffer because export merchants were basing their silk purchases (say) and had to work out their rates between silver-using Canton and gold-using Hongkong and London instead of basing their rates between silver Hongkong and gold London only: even now they have to allow some slight difference between Hongkong and Canton, so it would not require any great effort to allow, too, for the further difference in exchange in the bank rates at Canton and Hongkong. The banks would no doubt, being in such close proximity to China, be freely operating in silver, and I daresay would quote daily in Hongkong their buying and selling rates for silver in Hongkong currency.

A turning point has already, in my opinion, been reached, and the Hongkong public generally will in another three or four years, when silver has been demonetised all over the world and the dollar is worth anything under half a rupee, say 8d., regret that they did not at this time make an effort for a gold currency.—Yours, etc.

In the early sixties Mr. Duncan McLaren, brother-in-law to John Bright, and M. P. for some years for Edinburgh, and obtained a message from the Scotsman for having referred to him as a "serpent" or "snake-in-the-grass," or similar term such as we use in speaking of our dearest enemies. Shortly after, having to deal with some statistics brought up by Mr. McLaren, the Scotsman in a leader wrote: "We have always had regard for Mr. McLaren's capacity as an adder, but his figures on this question," &c.

## INDIAN NOTES.

[FROM A BOMBAY CORRESPONDENT.]

THE INDIAN CURRENCY REFORM LEAGUE. The recent slump in silver, the proposal to fix a gold standard for the Straits Settlements and the consequent depreciation in the value of the Mexican dollar are making matters rather gloomy for the Indian millowner. Hitherto one or two skilled writers have been endeavouring in and out of season, to fling into the ears of local exporters to China that the projected rupee has been the cause of most of the trouble in connection with low dividends. They have also been trying to teach producers the economics of an artificial currency. They say that whereas the producer who purchases rupees in England with his produce is, according to the intrinsic value of the rupee, entitled to receive a present something like Rs. 26 for every sovereign realised, he now only gets Rs. 15, or Rs. 11 loss for each sovereign. This, of course, impoverishes the agricultural community and every one who is an exporter to gold-using countries. The millowner's cry is loudest in reference to the depreciation of the Mexican dollar, which they say is no longer "almighty," as it brings them back fewer rupees. They have also serious reasons for becoming disheartened, and, perhaps, mill-owners in China will no doubt hear this with some surprise—new mills have been lately placed on the market at one-third their original cost without finding purchasers. Be this as it may, Imperial interests, looking at the currency problem from a broader point of view and taking the British Empire as a whole into consideration, is unmoved, so far, by these cries. With the hope of obtaining a more favourable hearing by means of concerted action, some of the mill-owners of Bombay acting in sympathy with certain producers determined a few weeks back to form a Currency League and the result of their deliberations was a few days ago presented to the outside world in the form of the following circular:—

"The grievous effects of the artificial currency system, adopted by the Government of India in 1892, have become a source of grave anxiety to those intimately connected with the agricultural and industrial development of the country. In order to give recognised shape and form to the efforts of those who have hitherto raised solitary and ineffectual protests against the system, it has been thought advisable to organise some concerted action in this connection, and with this object 'The Indian Currency Reform League' has been started in Bombay.

"There is a wide consensus of opinion among economists as well as business men, that India's economic welfare demands the reopening of the mints and the resolution passed by the Manchester Chamber of Commerce, in June, 1898, urging the same course, has therefore their full approval. If, however, the Government consider the reopening of the mints as impracticable the league, by respectfully pointing out the disastrous consequences of a policy which threatens to impoverish the economic resources of the country, and involve agriculturists, planters and manufacturers in serious difficulties, will pray Government for the lowering of the rate to such a figure as would, on the one hand give equilibrium to the country's finances, and, on the other, substantial relief to producers and others.

"Fully convinced that the object aimed at is to avert further mischief, and to mitigate the hardship at present complained of, the Provisional Committee cordially invites all bankers, manufacturers, traders, producers and others who sympathise with the object of the league to enrol themselves, as members, and with their support and assistance add weight and influence to the operations of the league."

Everywhere among mill-owners here, the chief topic is the gloomy outlook for the exporters of yarn to China. The losses already suffered by some owing to heavy shipments being forwarded with exchange unsecured is rather heavy. Mill-owners are therefore turning their attention to weaving, in order to make up for the bad trade in spinning and orders for machinery have been already placed in England by the more up-to-date directors. The interest of Bombay spinners is at the present moment up to high-water mark as regards the doings of mills in China. Mr. Jamieson, the British Commercial attaché in China, in his recently published report says a good deal about COTTON-SPINNING IN INDIA AND THE FAR EAST.

If he enters so heartily into the spirit of the thing and marshals his facts and figures, as he has done in the report just mentioned, in future reports, there is no doubt his efforts will encourage our competitors in the Far East to persevere with high hopes as to a bright future, which considering the currency problem affecting Bombay, gives them a long pull-over us. The labour question and the doctering of cotton are at present the two stumbling-blocks to the speedy development of the spinning industry in China. When these are removed, we here will have to go in for more weaving, or spin ourselves to liquidation, a by no means cheerful outlook for the already handicapped Indian spinner.

A GOLD STANDARD FOR THE STRAITS. This is another subject which gives our mill-owners serious cause for uneasiness. The mere removal of a gold standard for the Straits Settlements, has, they believe, sufficed to bring the already degraded Mexican very near to a par with the rupee, and they are afraid the adoption of a gold basis will drive it out of the monetary market and cause shippers here to face some big losses. Not many seem to understand here why it is believed in Singapore that Hongkong is bound to object to the gold currency proposal. I hear on good authority, however, that Sir C. P. Chatter has been trying his best in London

to bring about the adoption of a gold standard for Hongkong and also the Straits Settlements. Opinions are divided here as to the great advantages of the gold standard for the Straits, and those interested in Chinese dollars and taels look with grave anxiety at this new dark cloud on their already gloomy horizon.

THE MACKAY TREATY. In looked at with much suspicion by the merchants who deal with the Far East. They were disposed to laugh at first at the idea of a *lekin*—less mandarin, but when it dawned on them through the columns of the *Indian Textile Journal* that the Viceroy was playing a deep game and were willing truly to abolish *lekin* because it paid them better to do so they began to look deeper into it. They are of opinion now that it would pay the Viceroy to get their squeezes direct from the Imperial Customs, unadvised by filtering to them through the cloud of hungry subordinates, and at the same time to free to find out one thousand and one ways for contravening the spirit of the new treaty and exacting new squeezes to replace *lekin* in the same "old fashion" for the mandarins. Then they think they are in an anomalous position as regards the indemnity. Either China can or cannot pay—she must be dealt with as France was by Germany. If she cannot pay, it is no use giving her so many dollars through the Customs simply to receive it back as an indemnity in which Russia's share is so enormously large. Besides they think that they are dragged into taking part in the enrichment of China for the sake of paying off an indemnity in which they have no concern. But this is too one-sided as their trade has benefited by the quashing of the Boxer's rebellion. But on the whole their view is a rational one. According to them, China has come off best all along the line. Her Viceroy got money direct, every year. The Treaty provides the Mandarinate with new modes of taxation—and gives them the chance of looting poor farmers in the name of the indemnity for 39 years—till the time the whole 450,000,000 taels and the interest and compound interest are paid. The Government meanwhile enjoys additional income from the Customs to pay off the indemnity. With the other arrangements made by Sir James Mackay no one here is discontented.

THE CORONATION IN INDIA. Besides the Durbars all India is to have a big holiday this Christmas. Government have paid its servants before the end of the month, as all its offices are to be closed till the 12th of January, 1903. The Bombay Committee have arranged to have a People's Fair with the new Reeling Railway as a feature—illumination, crackers and a dinner to poor Christian widows, in the Town Hall on the 1st, when the guests will be served by the aristocracy of beauty and fashion.

THE GREAT DELHI DURBAR. The sensation of the season with us is of course the Delhi Durbar. By the time this is in print it will be a thing of the past. The English mail steamers are bringing to our gates batches of the aristocracy, continental and English, millionaires and pleasure-seekers from all parts of the world. Some of the potentates come from places difficult to find even on a big map, but the cry is "still they come." Is it not strange that no members of the Jewish fraternity in the Far East who hail from Hindustan have their name in the lists of registers to different camps? There is going to be a gathering in Delhi such as never took place anywhere in the world since the dawn of history and man during the time that Solomon was at the zenith of his glory and the Queen of Sheba came to pay him homage. This is no exaggeration but a very modest way of stating a simple fact. There will be first and foremost the Ruling Princes of India and they are innumerable. They are to appear in their national costume, riding on elephants and camels and in specially built state carriages. The Gaekwar of Beroda takes with him his gold cannon, and some other equally rare treasure. The American millionaires are on the list, France and Germany and all the other European Powers will be represented. Japan will be there also and so will be the Siamese, the Burmese, the Mogul, the Turk, the Arab, the African, and every other people imaginable, as guests of the Government. It is stated that the cream of British Society are already in India. One of the fair visitors from the old country will wear among her other jewelry a diamond necklace worth a trifle like £80,000, and some of the dresses are to be wonders of their kind. There is nothing strange therefore in the rumours that are afloat about the likely attendance of the lightfingered gentry from America and London in the town of Delhi during the next few weeks. I repeat knowledge gravitates always to the direction where a good demand is indicated. But the police and sanitary, lighting and other arrangements are in able hands and there need be no scare on this account.

COCAINE-EATING IN INDIA. It might be news to your readers in China that some of the natives in this country are trying to establish their supremacy, as narcotics, to the opium-smokers of the Land of the Bebbelions and Indemities. Calcutta, where blang and ganja (Indian hemp, from which is extracted the drug *Cannabis Indica*) are used in different forms, first began the scandal by trying the exhilarating effects of a drug called cocaine officially described as "an alkaloid obtained from the leaves of *Erythroxylum Coca*." It travelled down to Bombay about two years and a half ago, and is sold openly in shops where betel nuts and betel leaves used by the natives can be had. The general effects of the cocaine-eating habit is to produce a feeling of goodwill to all mankind and to forgive your bitterest enemy. Some of your riant people will not appreciate the wisdom of this. It also gives one an overpowering impulse to seek pleasure or comfort on others, which amounts to the same thing.

Appetite and sleep vanish, and the sensation of weakness never overcomes one so long as the craving is fed. It also kills all craving for solid food and then liquid nutriment only is palatable, milk by preference, but woe, howling woe, comes in the wake of all this pleasure, and after one, two, three or four months—according to the strength of his constitution—the victim one day suddenly finds his whole throat, from gullet to collarbone, paralysed, his tongue heavy and insensible. Emaciation of the body sets in, and where the skin sinks in between the ribs, it turns dark, and his lips, tongue, and teeth assume a blackish colour from an earlier date. His head becomes suddenly sore, and the various senses of intelligence and light become confused and jumbled, so much so that he forgets his comings and goings and tries to think and find out whether he is himself or somebody else. Let us hope that no mischief-monger will introduce the habit in Hongkong.

## THE MARCH OF THE DUKHOBORS.

In dealing with the extraordinary situation which the Dominion authorities were called upon to face by departure of some fifteen hundred fanatics from their homes in the North-West Territories, on a fatuous journey with no decided end in view, writes a *Times* correspondent, it would seem that very great credit must be due to the officials who were despatched to grapple with the problem, in a sparsely-settled country, and with what we should suppose to be very inadequate means at their disposal. The fanatical movement of the Dukhobors of Swan River came to a head in the third week of October. Three hundred of them from the Yorkton colonies, who had been visiting other communities, on the 22nd went among the Thunder Hill people, and persuaded some 800 from the various communities in the district to join them in their search for "the new light." One of the villages was totally deserted, and the Department of the Interior phoned a man in charge to look after the grain and other effects. In another village only five people were left, and in a third some 50. These promised to inform the department if they decided to join those who had gone out. Many telegrams were sent from Swan River calling their friends to join the pilgrims, while other Dukhobors went by train to Winnipeg and elsewhere to bring them in. The fanatics had recently purchased a great deal of clothing, while for walking they wore "rubbers," a sort of shoe worn by Canadians in the towns over their boots in wet and cold weather, after the style of the galooshes formerly worn in this country. Some of the most deluded went barefoot and barbed. They believed that there would be no winter and no cold weather, and that God would give them sunny skies under which to march during their search for Jesus. The summer weather of the autumn, during which they were going from one community to another, and with which they were favoured in the early part of their march, served to encourage them in their delusion.

On October 23, 1,100 of them, about 400 of whom were men, passed through Fort Pelly on their way to Terpenie. When they started from the north upon their march, all their sick and feeble were carried in wagons and carts drawn by the rest, but after a few miles the vehicles were abandoned, and stretches of poplar poles and grey blankets were made for their conveyance. Government officials took charge of the abandoned vehicles and sent them to Fort Pelly. On the 26th they had reached Crooked Lake, and next day they were met near Yorkton by Mr. C. W. Spiers, colonisation agent, and Mr. J. S. Cramer, immigration officer, who watched the procession until a camp had been fixed upon. At midday on the 26th they descended upon Yorkton, and a few hours later were followed by some 600 more. In some of the litters which they carried were women with infants, some of whom had been born on the march, one being only three days old. In the procession were women who had left their husbands and children to go on pilgrimages, and following behind were husbands, wives, and children, some of whom had been born on the march, some of whom had been born on the march, some of whom had been born on the march.

At Yorkton the Government officers proceeded to exercise their authority. The leaders could give no satisfactory answers when questioned as to their object—they were seeking the new light—and Mr. Spiers told them they would not be allowed to travel over the country with women and children, as they had been doing. They were invited to conduct the rest into the Immigration hall, but were sullen and made no response. Thereupon they were told that the officials would insist upon it, and police and spectators began the work of housing. While this was being done the men were passing singing. It is difficult for any one who has never seen a small prairie town to realise what such an extraordinary situation must signify; 450 were sheltered in the Immigration hall, 250 in Dunlop's implement shed, 240 in the aerometer elevator, and the remainder in the C range hall. One young girl of 18, who had had no nourishment for days and refused to eat, had outcried pneumonia, and had to be compelled by force to take a draught. These people will not see a doctor or take medicine lest their souls should be ruined. A squad of 30 mounted police guarded the buildings and patrolled the town. The men were left to look out for themselves, and camped outside the town, spending the night praying and singing psalms.

The Dukhobors not affected by the mania had strongly urged the department not to take care of the women and children, on the ground that the necessity of providing for these would the sooner compel the men to return to their farms, but, as in South Africa, this idea did not commend itself to British notions of procedure. When they approached the boundary of Manitoba on November 1 certain interesting despatches passed between Mr. Roblin, the Conservative Premier of Manitoba, and Mr. Clifford Sifton, Minister of the Interior in the Liberal Government at Ottawa. Mr. Roblin said the Dukhobors whether his Government would be relieved of all responsibility, financial and otherwise, if they should reach the province. To which Mr. Sifton replied, that if Mr. Roblin decided to interfere with the officials placed in charge of the work, he would take such action on his own responsibility.

On Sunday, November 2, the pilgrims crossed the border, and encamped at Millwood on the Assiniboine, which flows into the Red River at Winnipeg. Next day they reached Bismarck, and on the 4th they reached the station, when one of them, Wasy Konkin, enquired whether the people would like to hear their teaching. On that day a bitter wind sprang up from the north-east, and in the evening snow was falling heavily. That night the main body were huddled together in a willow scrub at the bottom of Stony Creek. Meanwhile, at Yorkton, plans were being matured for dealing with the women and children by villages, and despatching the first detachment by train to the Swan River settlements.

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## CLOSING THE SIAM MINTS.

It was never anticipated by those who had studied the question that the mere fact of the closing of the Mints by the Government and the issue of an advertisement that the Government were prepared to pay 17 taels for one pound sterling would have the effect of at once fixing the value of the tael at 17 to the pound. It was thought that the action of the Government in thus divorcing the tael from the dollar would probably effectually prevent the tael from following the dollar in its downward course, but that its value would, while remaining fairly stationary at first, when trade increased and money became tight in Bangkok, gradually rise.

But an entirely unexpected feature presented itself. The Banks, under the impression that the laws of Siam, like those of the Medes and Persians, were unchangeable, and oblivious of the fact that the Decree which made the tael interchangeable with the dollar at the rate of 5 taels for 3 dollars and with the rupee at 5 taels for 7 rupees (how strange it sounds now!) might at any moment be repealed by the Power which made it, sent, in the course of their exchange business, a large amount of their Bangkok funds out of Siam, to Singapore and elsewhere, without complete cover by the sale of bills or by the importation of dollars.

That such action must under the circumstances be considered as partially speculative cannot be questioned; but there the fact was, and when the Government closed the Mints the Banks looked with dismay upon the prospect before them of having to bring back to Siam a vast quantity of gold, in order to purchase enough ticals to liquidate the balance of their outstanding liabilities in Siam, with a tael the value of which was considerably greater than the silver that it contained.

With this knowledge in their possession and with the further knowledge that ticals would only be purchased from the Government in future at the rate of 17 taels to the pound sterling, it became impossible for the Banks to sell their remaining ticals at anything less than 17 to the pound. This would have meant a sudden jump in the value of the tical from about 11 1/2 to 17, which would not only have resulted in a serious dislocation in trade, but would also have compelled the Banks to endeavour to sell their sterling drafts at a rate of exchange out of all proportion to the rate at which they were purchasing bills locally. In order to meet this entirely unlooked for situation, to prevent any violent a storm on exchange, and also to save the Banks from the consequences of their action—legitimate banking business as it was—in having remitted from Siam so much of their tical assets, the Government issued a Notification to the effect that they would for the time being sell ticals at the rate of 20 to the pound sterling. This was a rate only slightly higher than the value of the tical at the time that the Mints were closed, and should the dollar rise, it seems quite possible that the Government rate for selling ticals may shortly have to be raised to keep it above the value of the silver that the minted coin contains.

That the Government is perfectly able to increase thus the value of the tical to any reasonable value that they may choose to give to it is disputed by none, and it seems certain that, so far as human knowledge can predict, Siam is free for ever from the harassing vagaries of a fluctuating exchange and from the losses to the country incidental to a depreciating tical. Such alteration in the value of the tical as the future may have in store will in all probability be on the side of increasing its value. The whole measure was indubitably well within the legal competence of the Government to introduce, and the talk about claims against the government for compensation were so many wild with whirling words, uttered on the spur of the excitement caused by the vast economic change that the Government had so successfully engineered.

The Government is to be congratulated on having at once met in such a liberal and statesmanlike manner the representations of the Banks, and we finally believe that all classes of the community can look forward with confidence to a greatly improved condition of things now that Siam is no longer to be affected by the curious antics of our old friend the silver dollar. The Banks are doing business both ways on the new Government rate of exchange, and the Government scheme may be said to have been fairly launched and to have weathered the breakers through which it necessarily had to pass at the outset. Its prosperous and unchequered further career will be wished by all friends of Siam.

The Government selling price of the tical is today (Dec. 23 1902) 10 taels per pound sterling. —Singapore Free Press.

## THE PHILIPPINES TARIFF AND CURRENCY.

A Washington telegram dated December 1, says:—Luke Wright, Vice-Governor of the Philippines, appeared before the Senate Committee on Philippines to-day and urged the passage of the bill reducing the duty on Philippine goods coming to this country to 25 per cent. of the Dingley rates. He also thought Chinese labourers should be allowed to come to the islands. Governor Wright also supported the bill for reform in the Philippine currency. Wright said that in his opinion the tariff of 75 per cent. which now obtains on all products shipped from the Philippines to the United States really amounts to a prohibition. He pleaded for larger and more liberal trade relations with the islands, and said that the ships bringing sugar and tobacco to this country should take back American products. Senators Burrows and Dingley challenged his statement that the existing tariff of 75 per cent. prohibition, and said that the imports of sugar since 1900 had increased steadily. Wright replied that the amount was a more largely compared with the production: "As a mere matter of sentiment," he said. "I think there is hardly anything Congress could do that would have such a fine effect upon the Filipino as to establish more intimate trade relations." It would, he said, remove the impression which exists among them that the Americans are there to exploit the islands and not to give them the benefit of American markets. The possibilities of sugar production in the Philippines, he said, would be unlimited were the importation of Chinese labour permitted. Replying to a question if it would not be better for the United States to produce its own sugar and obviate the necessity for shipping it across the Pacific, Wright said that as a Philippine Commissioner he was bound to advance the interests of the Filipino people. He next discussed the question of Philippine currency and urged authority for the Commission to issue treasury certificates of indebtedness, which shall be redeemable in gold coin and which could be exchanged for the peso. He was not, he said, in favour of unlimited coinage. The ultimate purpose of Congress, he thought, is undoubtedly to give to the Philippines the same currency as our own, but he said, it would be unfortunate to do that at once.

A despatch dated Washington, December 11, says:—The Senate Committee on Philippines discussed with Vice-Governor Wright the monetary situation in the archipelago. It was generally agreed that there would be difficulties in changing the currency in the islands. The consensus of opinion expressed was that the unit of value in the Philippines should be a gold peso of twelve and one-half grains of gold, which is one-half the value of the United States gold dollar, and the peso in silver should be made legal tender of equal value to the unit. Another feature upon which Governor Wright and the members of the committee agreed was that United States currency should not be made legal tender in the islands, as the silver dollar would then be worth twice as much as the peso, containing more silver than the dollar, which would encourage counterfeiting of the United States dollars.

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that it could be towed, which was done, but  
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and strange signs and sounds were then  
by the men. It was guessed that the  
their appearance was evidence of a  
starved condition, and a tin, holding one  
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so famished with thirst that they drank it  
and were given more, with some biscuits  
cakes which the cook had just made. During  
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they said, but bringing out a chart pronoun-  
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LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LONDON	DIONE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LIVERPOOL	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th February.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, &c., via Ports of Call.	CALEDONIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 26th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 7th Feb., at Daylight.
MARSEILLES & ANTWERP	TYRREUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th February.
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HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Duckstein	HAMBURG-AMERIKA LINIE	On 3rd inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	v. Binzer	HAMBURG-AMERIKA LINIE	On 10th February.
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HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 19th March.
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NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	Eastbrook	JARDINE, MATHESON & CO.	On or about 10th February.
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VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	PALEIADES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	J. W. Elstrand	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
PORTLAND & OREGON	INDRAVELLI	Brit. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
AUSTRALIAN PORTS	TAITUAN	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS	AUSTRIA	Aus. str.	—	Helms	GIBB, LIVINGSTON & CO.	On 5th February, at Noon.
YOKOHAMA & KOBÉ	FORENOSA	Brit. str.	—	Androvich	SANDER, WIELER & CO.	On 17th inst., P.M.
YOKOHAMA, via SHANGHAI, WEIHAIWEI, &c.	TSINAN	Brit. str.	—	B. H. W. Snow	P. & O. S. N. Co.	On or about 27th inst.
MOJÍ, KOBÉ & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	S. Yoshizawa	BUTTERFIELD & SWIRE	On 19th inst.
KOBÉ & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
KOBÉ & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trott	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	HAJATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 2nd inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	FAKHRI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI, KOBÉ & YOKOHAMA	SALEZIE	Brit. str.	—	Aubert	MESSAGERIES MARITIMES	On or about 15th inst.
SHANGHAI	KUIKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
TAMSAI, via SWATOW & AMOY	CORINDEL	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On or about 17th inst.
AMPOING, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 18th inst.
FOOCHOW, via SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 21st inst.
SWATOW, AMOY & FOOCHOW	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 23rd inst.
CEBU & ILOILO	THALES	Brit. str.	2 h.	Robson	DOUGLAS LAFRAIK & CO.	On 20th inst.
MANILA DIRECT	KAFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
MANILA	RUEL	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	On 16th inst., at Noon.
MANILA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	MIYU BUNSEN KAISHA	On 18th inst., at 3 P.M.
MANILA DIRECT	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SINGAPORE, PENANG & CALCUTTA	DIAMANTE	Brit. str.	—	A. H. Nottley	SHAW, TOMES & CO.	On 24th inst., at Noon.
SINGAPORE & BOMBAY, via COLOMBO	SUISANG	Brit. str.	—	J. Young	JARDINE, MATHESON & CO.	On 17th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	PERAN	Brit. str.	—	C. H. Longden, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
	HIROSHIMA MARU	Jap. str.	—	J. Nagas	NIPPON YUSEN KAISHA	On 27th inst., at Noon.

## SHIPPING.

ARRIVALS.	
Jan. 13, KIOU MARU, Japanese str., 1,639 H. Mikuni, Moji 6th January, Genl.—M. B. Katsura.	
Jan. 13, KONG BENG, German str., 1,357. L. Ziegelm, Bangkok 14th Jan. Genl.—L. Ziegelm.	
Jan. 13, LOTO, German str., 1,277. F. Bahrman, Bangkok 1st Jan. Genl.—SANDER, WIELER & CO.	
Jan. 13, ANFRO, Chinese str., 1,159. L. H. Richards, Shanghai 14th Jan. Genl.—CHINESE.	
Jan. 14, BENGLOE, British steamer, 1,939. Jas. Potter, London 25th Nov. and Singapore 6th Jan. Genl.—GIBB, LIVINGSTON & CO.	
Jan. 14, DAJIN MARU, Jap. str., 900. Ogata, Tamsui, Amoy and Swatow 13th January, Genl.—OSAKA SHOSHEN KAISHA.	
Jan. 14, HAKATA MARU, Japanese str., 2,807. F. L. Sommer, London and Singapore 8th Jan. Genl.—NIPPON YUSEN KAISHA.	
Jan. 14, JOHN D. SPENCER, American brig, 253. A. G. McNeill, Gains 1st Jan., Balboa—CAPTAIN.	
Jan. 11, OOPACK, British str., 2,517. J. Darber, Shanghai 14th Jan. Genl.—BUTTERFIELD & SWIRE.	
Jan. 14, SALAZIE, French str., 2,088. Aubert, Marseilles and Saigon 11th Jan. Mails and General.—MESSAGERIES MARITIMES.	
Jan. 14, THALES, British str., 820. A. J. Robson, Fookow, Amoy and Swatow 18th January, Genl.—DOUGLAS LAFRAIK & CO.	
Jan. 14, TITON, Australian str., 3,000. Brethford, Singapore 4th Jan. Genl.—SANDER, WIELER & CO.	
Jan. 14, VAKANATSU MARU, Jap. str., 1,720. H. Sakamoto, Moji 5th Jan., Genl.—H. N. JEFFERIES.	
Jan. 14, YAMAGUCHI MARU, Jap. str., 3,321. S. Yoshizawa, Singapore 3rd Jan. Genl.—NIPPON YUSEN KAISHA.	

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	
14th January.	
Darda, British str., for Shanghai.	
Benedict, British str., for Kobe.	
Cibauter, British str., for Shanghai.	
Hansa, German str., for Canton.	
Jaoungong, British str., for Manila.	
Maicher, German str., for Swatow.	
Oyack, British str., for Batavia.	
Sana, Norwegian str., for Kobe.	
Tashan, British str., for Swatow.	

## DEPARTURES.

14th January.	
ASING MARU, Japanese str., for Swatow.	
BANCA, British str., for Shanghai.	
CHENYU, British str., for Hongkong.	
CHENYU, British str., for Hongkong.	
CHENYU, British str., for Hongkong.	
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CHENYU, British str., for Hongkong.	
CHENYU, British str., for Hongkong.	
CHENYU, British str., for Hongkong.	

## VESSELS IN DOCK.

13th January.	
AMSTERDAM DOCKS.—Drumblon, Hermann Meisel.	
K. Wilson Dock.—H.M.S. Britomart, P. and C. Chou, Kinsan, Yuenang, Hatching, Kifong.	
COSMOPOLITAN DOCK.—Brand, Tritos.	

## SHIPPING REPORTS.

The British steamer *Thales*, from Coast Ports 13th inst., had light N.E. breeze and hazy. The American brig *John D. Spencer*, from Guam 1st inst., had rough weather with strong northerly gale. The British steamer *Bengalee*, from London and Singapore 8th inst., had strong N.E. monsoon and high sea, equally and rainy.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"SALAZIE"

Captain Aubert, will be despatched for the above ports on or about THURSDAY, the 15th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 15th January, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG"

Captain J. Young, will be despatched as above on SATURDAY, the 17th inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 10th January, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BA' LAARAT"

Captain F. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 17th January, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 5th January, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched as above on THURSDAY, the 5th February, at Noon. This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th January, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

1903

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 11th Feb.

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th Feb.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 18th Mar.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 1st April.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 22nd April.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 8th May.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALANAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALANAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. TOWN, General Agent,  
Center Street.

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NORTHERN PACIFIC STEAMSHIP CO.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Captain.

Tons.

Sailing Date.

OLYMPIA

PLEIADES

SHAWMUT

J. Truebridge

F. G. Purinton

W. M. Smith

2,837

3,753

2,606

January 19th

February 7th

February 17th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,  
GENERAL AGENTS.  
Hongkong, 15th January, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJÍ, KOBÉ, PORTLAND, OREGON AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRAVELLI" 4,899 W. C. Craven January 25, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth February 25, 1903

"INDRASAMHA" 5,197 F. Craven March 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 13th January, 1903.

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## OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM  
NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMER	DATE
GLASGOW and LIVERPOOL	"PYRRIUS"	On 16th January.
GLASGOW and LIVERPOOL	"PAKLING"	On 22nd January.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.
GLASGOW and LIVERPOOL	"CHINGWU"	On 3rd February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.

## HOMWARDS.

FROM	STEAMER	DATE
LONDON	"ANTENOR"	On 20th January.
LONDON	"TELEMACHUS"	On 3rd February.
LONDON	"DIOMED"	On 10th February.
LONDON	"DIOMED"	On 3rd March.

## LIVERPOOL BERTH.

FROM	STEAMER	DATE
LIVERPOOL	"TYDEUS"	On 24th January.
LIVERPOOL	"DARDANUS"	On 20th February.

## CONTINENTAL BERTH.

FROM	STEAMER	DATE
MARSEILLES and ANTWERP	"PYRRIUS"	On 20th February.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.	"PAKLING"	On 24th January.

The S.S. "PYRRIUS" left Singapore on the 11th inst., and is expected here on the 16th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th January, 1903.

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CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMER	DATE
SHANGHAI	"PAKHOI"	On 15th January.
SHANGHAI	"KUKIANG"	On 17th January.
MOJI, KOBE and YOKOHAMA	"TSINAN"	On 19th January.
CEBU and ILOILO	"KAIFONG"	On 20th January.
MANILA	"TAIYUAN"	On 20th January.

The S.S. "TSINAN" from Australia Ports left Manila on the 12th inst., P.M., and is expected to arrive here at daylight, on the 15th inst.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Reduced SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th January, 1903.

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## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMER	DATE
TAMSWI, VIA SWATOW	"DAIJI MARU"	SUNDAY, 18th January.
AND AMOY	"T. OGATA"	January.
TAMSWI, VIA SWATOW	"DAIJI MARU"	SUNDAY, 24th January.
AND AMOY	"T. W. GROVES"	January.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 21st January.
AND AMOY	"T. SAITO"	January.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 28th January.
AND AMOY	"I. GOTO"	January.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pootoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 15th January, 1903.

T. ARIMA, Manager.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Atwood	Manila Direct.	On 16th Jan., at Noon.
DIAMANTE	1980	A. H. Motley	Manila Direct.	On 20th Jan., at Noon.
ZAFIRO	2540	R. Roder	Manila Direct	On 23rd Jan., at Noon.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th January, 1903.

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## CHINA NAVIGATION CO., LD.

HONGKONG TO  
SYDNEY AND MELBOURNE  
VIA USUAL AUSTRALIAN PORTS OF  
CALL.AVERAGE LENGTH OF VOYAGE TO SYDNEY  
20 DAYS.Saloon Passengers carried at SPECIALLY  
REDUCED RATES, particulars of which  
can be obtained on application to the  
Undersigned.

## NEXT SAILINGS.

"TAIYUAN"	leaves on 20th January.
"TSINAN"	" 16th February.
"CHANGSHA"	" 7th March.
"CHINGTU"	" 4th April.

Superior accommodation amidstships. Electric  
Light throughout. Fitted with Refrigerators  
which ensure a fresh supply of Ice and Provi-  
sions during the entire voyage. Daily qualified  
European Surgeon carried.

## BUTTERFIELD &amp; SWIRE

AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 3rd January, 1903.

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## UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRADEO,"  
Captain Easterbrook, will be despatched as above  
on or about the 10th February.For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 8th January, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in China and Japan for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service house to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

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REGULAR  
STEAMSHIP SERVICE TO NEW  
YORKVIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).PROPOSED SAILINGS FROM HONGKONG.  
1903.

"MOGUL"	About 13th January.
"HINDUSTAN"	" 25th January.
"SHIMOSA"	" 28th February.
"BRAEMAR"	" 10th March.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 10th January, 1903.

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AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA,"  
Captain Androsch, will leave for the above  
place on SATURDAY, the 15th inst., P.M.This Steamer has capital accommodation for  
Passengers, Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.Princes' Building.  
Hongkong, 10th January, 1903.

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## TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)  
REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA IN  
48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"  
3,876 Tons, Captain N. Tate, will be despatched  
for MANILA on MONDAY, the 19th inst.,  
at 3 P.M.To be followed by the "ROHILLA MARU,"  
on the 21st inst.Magnificent Accommodation, Comfortable  
Cabins, Excellent Table, Unrivalled Speed,  
Electric Light, Doctor and Stewardess carried.For Freight or Passage, apply at the Com-  
pany's Office, 3, Queen's Building, Ice House  
Street.K. NAKASHIMA,  
Manager.

Hongkong, 15th January, 1903.

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AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM FOR  
TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
RANGOON, COLOMBO, ADEN, SUEZ  
and PORT SAID.(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"SILEZIA,"  
Captain Ghezzi, will be despatched as above on  
TUESDAY, the 20th inst., P.M.This Steamer has Capital Accommodation for  
Passengers, Electric Light, and carries a Doctor.  
For information as to Passage and Freight,  
apply toSANDER, WIELER & CO.,  
Agents.Princes' Buildings.  
Hongkong, 9th January, 1903.

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COMPAGNIE DES MESSEGERIES  
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
and BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL and RIVER PLATE.ON MONDAY, the 26th January, 1903, at  
1 P.M., the Company's Steamship  
"CALEDONNIEN," Captain Romet, with Mails,  
Passengers, Specie and Cargo, will leave this  
Port for MARSEILLES, via BOMBAY.This Steamer connects at COLOMBO with  
the s.s. *Armand Bellet*, which vessel takes on  
her Passengers and Mails, leaving that port on  
the 7th February, direct to Suez, Port Said and  
Marseilles.Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon,  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M., on the 25th  
January. (Parcels are not to be sent on  
board; they must be left at the Agency's Office.)  
Contents and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th January, 1903.

[2]

## APIOL &amp; STEEL

AFTER LADIES' PILLS

A Remedy for all Irregularities.  
Suffered by 22 Million Ladies, throughout the World.

S. S. WATSON &amp; CO., L. HONGKONG.

MARTIN, Chemist, SOUTH HONGKONG.

[62]

## WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior  
of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN &amp; CO.,

14, Des Voeux Road.

[2746]

## NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD.  
HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"DARMSTADT,"  
OF THE NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 A.M.,  
TO-DAY, the 12th inst.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after 19th January will be subject  
to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, the 13th January,  
at 11 A.M.All Claims must reach us before the 23rd  
January, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
undersigned.NORDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 12th January, 1903.

[3]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CEYLON,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns, at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M., TO-DAY, 13th inst.Goods not cleared by the 19th inst., at 4 P.M.,  
will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the Go-  
dows for examination by the Consignee and the  
Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognized. No  
Claims will be admitted after the Goods have  
left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 13th January, 1903.

[1]

FROM HAMBURG, PENANG  
AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD LAEISZ,"  
Captain Fuchs, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before NOON,  
TO-DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th inst. will be subject  
to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.  
Hongkong Office.

Hongkong, 10th January, 1903.

[224]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"  
FROM YACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJLANDSHANGHAI.The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-signa-  
ture and to take immediate delivery of their  
Goods from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.DODWELL & CO., LD.,  
Agents.

Hongkong, 10th January, 1903.

[7]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BANCA,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ, BOMBAY AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns, at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M., TO-DAY, 13th inst.Goods not cleared by the 19th inst., at 4 P.M.,  
will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the Go-  
dows for examination by the Consignee and the  
Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognized. No  
Claims will be admitted after the Goods have  
left the Godowns.Consignees of Cargo from Europe, Bombay,  
Egyptian Ports, &c., are requested to sign a  
General Average Bond before Bills of Lading  
are countersigned.E. A. HEWETT,  
Superintendent.

Hongkong, 13th January, 1903.

[1]

OCEAN STEAMSHIP COMPANY,  
LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd. in both cases it  
will lie at Consignees' risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 15th instant.Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 19th instant  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will be  
examined at 11 A.M. on the 13th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th January, 1903.

[1]

## BUDWEISER

BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OR UNIVERSAL POPULARITY.ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

TRADE MARK

THE BARRETT LARGEST  
IN THE WORLD.This Beer is brewed of best Saazar Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.The Beer is sterilized after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, richly sparkling,  
and perfectly pure.F. BLACKHEAD & CO.,  
Sole Agents.

Hongkong, 25th July, 1902.

[201]

FOR NERVOUS  
EXHAUSTION

CHAPOTEAUT'S

Phospho  
Glycerate  
of LimeFor Nervous Troubles  
in Adults and Children



